

4.10 PARKS AND RECREATION

4.10.1 Public Parks and Golf Courses

The Public Parks and Golf Courses section discusses potential impacts to parks, golf courses, tennis facilities, trails, and schools along the SR-22 West Orange County Connection study area. Please refer to Figure 3.10-1, location map of the city/regional parks and golf courses along the study area.

A. NO BUILD ALTERNATIVE

Because the No Build Alternative would not include construction, except as addressed in previous environmental documents, there would be no impacts to any parks or recreational facilities related to this alternative.

B. TSM/EXPANDED BUS SERVICE ALTERNATIVE

Because the TSM/Expanded Bus Service Alternative would include only minor construction, no impacts to any parks or recreational facilities related to this alternative are expected to occur. In some cases, parks may become more accessible due to improved transit provided by this alternative.

C. FULL BUILD ALTERNATIVE

Old Ranch Tennis Club (Seal Beach). The Full Build Alternative would not require direct use of any of the Old Ranch Tennis Club property for right-of-way. There would be negligible visual impacts. Access would remain the same. The noise reading for Blue Bell Park is representative of the Old Ranch Tennis Club. As described in Section 4.9, noise levels at the closest receptor, Blue Bell Park, across Almond Avenue, would be two dBA higher under the Full Build Alternative than under the No Build Alternative, or 69 dBA. This is not a generally noticeable change in noise. Although the existing and Full Build Alternative condition both exceed the FHWA/Caltrans criteria for recreational uses, this is not considered a substantial impact by Caltrans because the noise level increase would be less than 12 dBA. Abatement of this noise impact was considered, but because the existing noise barrier is the highest generally available, no additional abatement is available. The negligible noise impact would not substantially impair the use of the recreational facility. The existing noise barrier would remain in place.

Blue Bell Park (Seal Beach). The Full Build Alternative would not require direct use of any of the Blue Bell Park property for right-of-way. There would be negligible visual impacts. Access would not be affected. As described in Section 4.9, noise levels Blue Bell Park would be two dBA higher under the Full Build Alternative than under the No Build Alternative, or 69 dBA. This is not a generally noticeable change in noise. Although the existing and Full Build Alternative condition both exceed the FHWA/Caltrans criteria for recreational uses, this is not considered a substantial impact by Caltrans because the noise increase would be less than 12 dBA. Abatement of this noise impact was considered, but because the existing noise barrier is the highest generally available, no additional abatement is available. The negligible noise impact would not substantially impair the use of the park. The existing noise barrier would remain in place.

Almond Park (Seal Beach). The Full Build Alternative would not require direct use of any of the Almond Park property for right-of-way. However, there is the potential for substantial visual impacts due to the removal of homes adjacent to the park to allow realignment of Almond Drive, as described in Section 4.13. If the resulting open space adjacent to the park were not maintained, the visual quality of the area would be reduced. As described in Section 4.9, noise levels at Almond Park would be two dBA higher under the Full Build Alternative than under the No Build Alternative, or 70 dBA. This is not a generally noticeable change in noise. Although the existing and Full Build Alternative condition both exceed the FHWA/Caltrans criteria for recreational uses, this is not considered a substantial impact by Caltrans because the noise increase would be less

than 12 dBA. Abatement of this noise impact was considered, but because the existing noise barrier is the highest generally available, no additional abatement is available. This less than-substantial noise impact would not substantially impair the use of the park. The existing noise barrier would remain in place.

Garden Grove Park (Garden Grove). The Full Build Alternative would not require direct use of any of the Garden Grove Park property for right-of-way. Accessibility to this park would not be affected. As described in Section 4.9, there would be a noise improvement after mitigation at this location. Noise levels at Bolsa Grande High School, the closest receptor to the park (immediately east of the park), would increase by five dBA under the Full Build Alternative, to 75 dBA, above the FHWA/Caltrans criteria for recreational uses. A new noise barrier will be constructed as abatement, lowering the noise level to 64 dBA, which is below the FHWA/Caltrans criteria and five dBA below the existing condition. There is the potential for substantial visual impacts, however, due to the landscaping that currently buffers this park from views of the SR-22 freeway, as described in Section 4.13. The removal of the landscaping and its replacement with the noise barrier would represent a substantial change to visual quality. However, this would not substantially impair park use and there is enough room in the park to allow visual mitigation, as proposed in Section 4.13.

Pacific Electric Commemorative Area (Garden Grove). This commemorative area, which is owned by OCTA, functions as a passive open space/park. Currently screened from the elevated SR-22 by vegetation within the freeway right-of-way, this passive park would be affected by a substantial reduction in the screening vegetation, as described in Section 4.13. The existing vegetation would be reduced to allow widening of SR-22 and the addition of the westbound Pacific Electric Arterial connector to the freeway. Noise levels are high at this location, over 70 dBA based on the nearest receiver analyzed in Section 4.9, and would increase slightly. No noise barriers are proposed at this location, which is surrounded by commercial uses and busy surface streets. Access to the park would not be affected. No land currently used for the commemorative area would be acquired for the right-of-way.

River View Public Golf Course (Santa Ana). The Full Build Alternative would not cause substantial impact to River View Public Golf Course. No land would be acquired for right-of-way from the park. As described in Section 4.13, the visual impacts at this location would be minimal. Noise impacts would also be minimal. Impacts to accessibility would be minimal.

Colonel William W. Eldridge (Fallbrook) Park (Santa Ana). The Full Build Alternative would not require direct use of any of the Eldridge Park property for right-of-way. There would be minimal impacts to accessibility. However, there is the potential for substantial visual impacts due to the removal of homes adjacent to the park to allow widening associated with the SR-22/I-5 direct HOV connector, as described in Section 4.13. If the resulting open space adjacent to the park were not maintained, the visual quality of the area would be reduced. As described in Section 4.9, noise levels at Eldridge Park would increase under the Full Build Alternative from 65 to 70 dBA, which is over the FHWA/Caltrans criteria for recreational uses. Abatement of this noise impact is proposed in the form of an additional noise barrier, which would reduce the noise level to 65 dBA. Thus, no residual noise impact would remain. The indirect visual impacts on the park would not substantially impair its use.

Santiago Park (Santa Ana). The Full Build Alternative would not require direct use of any of the Santiago Park property for right-of-way. Impacts to accessibility would be minimal. As described in Section 4.9, there would be a noise improvement after mitigation at this location. Noise levels at Site No. 30-A, the closest receptor to the park (immediately east of the park), would increase by two dBA under the Full Build Alternative, to 70 dBA, above the FHWA criteria for recreational uses. A new noise barrier will be constructed as abatement, lowering the noise level to 65, which is below the FHWA/Caltrans criteria and three dBA below the existing condition. Although the noise barrier would be visible, the barrier would be at the edge of the shoulder and the majority of

the vegetation which currently screens the freeway from view would remain. Thus, there would be minimal direct and indirect impacts to Santiago Park under the Full Build Alternative.

Hart Park (Orange). The Full Build Alternative would not require direct use of any of the Hart Park property for right-of-way. There would be minimal impacts to accessibility. As described in Section 4.9, there would be a noise improvement after mitigation at this location. Noise levels at Site No. H, the closest receptor to the park (east of the park), would increase by two dBA under the Full Build Alternative, from 63 to 65 dBA, which is below the FHWA/Caltrans criteria for recreational uses. The existing noise barrier would remain. Because this noise barrier generally screens any view of the freeway from this park (except at the western entrance), visual impacts would be minimal. There would be no substantial impairments to the use of this park.

Yorba Park (Orange). Yorba Park is currently closed to the public due to high underground methane gas concentrations related to the past use of this site as a landfill. Very few visual changes would occur at this location so minimal visual impacts are anticipated. There would be minimal impacts to accessibility. Noise levels at the closest receptor analyzed in Section 4.9, Site No. I, would not change, but would remain above the FHWA/Caltrans criteria. No abatement is proposed because the highest available noise barrier would not reduce the noise level by at least five dBA, and thus it would not be feasible. This indirect impact would not substantially impair use of the park, even when it reopens.

Willowick Municipal Golf Course (Santa Ana). The proposed addition of an arterial within the former Pacific Electric Right-of-Way would have substantial impacts to Willowick Municipal Golf Course. Impacts to accessibility would be minimal. As discussed in Section 4.13, the use of the existing open space for the arterial, as well as the assumed requirement for a high screen to prevent golf balls from straying into the roadway, would reduce visual impacts substantially and no mitigation is available to alleviate this impact. Noise levels at the golf course would rise, from an existing 51 dBA to 70 dBA. This represents a potentially substantial noise impact as defined by Caltrans because noise levels would increase by 12 dBA or more. Abatement, in the form of a 4.9-meter (16-foot) noise barrier, would make this impact minimal (to 60 dBA, a nine-dBA increase over the existing noise level). The visual impacts would not substantially impair use of the facility, however.

Spurgeon Park (Santa Ana). This park is adjacent to Spurgeon Intermediate School, south of the former Pacific Electric Right-of-way segment. Implementation of the Pacific Electric Arterial would remove the existing historical bridge visible from the park and place an elevated structure in the right-of-way, along with off-ramps. Increases in ambient noise levels are not anticipated to affect this park due to its distance from the right-of-way. There would be no change in access to the park.

D. REDUCED BUILD ALTERNATIVE

Old Ranch Tennis Club (Seal Beach). The Reduced Build Alternative would not require direct use of any of the Old Ranch Tennis Club property for right-of-way. Impacts to visual and accessibility would be negligible. As described in Section 4.9, noise levels at the closest receptor, Blue Bell Park, across Almond Avenue, would be two dBA higher under the Reduced Build Alternative than under the No Build Alternative, or 69 dBA. This is not a generally noticeable change in noise. Although the existing and Reduced Build Alternative condition both exceed the FHWA/Caltrans criteria for recreational uses, this is not considered adverse impact by Caltrans because the noise increase would be less than 12 dBA. Abatement of this noise impact was considered, but because the existing noise barrier is the highest generally available, no additional abatement is available. The negligible noise impact would not substantially impair the use of the park. The existing noise barrier would remain in place.

Blue Bell Park (Seal Beach). The Reduced Build Alternative would not require direct use of any of the Blue Bell Park property for right-of-way. Visual impacts would be minimal. As described in

Section 4.9, noise levels Blue Bell Park would be two dBA higher under the Reduced Build Alternative than under the No Build Alternative, or 69 dBA. This is not a generally noticeable change in noise. Although the existing and Reduced Build Alternative condition both exceed the FHWA/Caltrans criteria for recreational uses, this is not considered a substantial impact by Caltrans because the noise increase would be less than 12 dBA. Abatement of this noise impact was considered, but because the existing noise barrier is the highest generally available, no additional abatement is available. Noise impact would be minimal and it would not substantially impair the use of the park. The existing noise barrier would remain in place.

Almond Park (Seal Beach). The Reduced Build Alternative would not require direct use of any of the Almond Park property for right-of-way. Accessibility to this park would not be affected. At Almond Park, removal of nearby houses would result in a substantial and adverse visual impact if the resulting open space were not well maintained (see Section 4.13.3 for details). If nearby houses are removed, all efforts would be made to ensure the open space within Caltrans' right-of-way would be maintained. As described in Section 4.9, noise levels at Almond Park would be two dBA higher under the Reduced Build Alternative than under the No Build Alternative, or 70 dBA. This is not a generally noticeable change in noise. Although the existing and Reduced Build Alternative condition both exceed the FHWA/Caltrans criteria for recreational uses, this is not considered a substantial impact by Caltrans because the noise level increase would be less than 12 dBA. Abatement of this noise impact was considered, but because the existing noise barrier is the highest generally available, no additional abatement is available. Noise impact would be minimal and it would not substantially impair the use of the park. The existing noise barrier would remain in place.

Garden Grove Park (Garden Grove). The Reduced Build Alternative would not require direct use of any of the Garden Grove Park property for right-of-way. Impacts to accessibility would be minimal. As described in Section 4.9, there would be a noise improvement after mitigation at this location. Noise levels at Bolsa Grande High School, the closest receptor to the park (immediately east of the park), would increase by five dBA under the Reduced Build Alternative, to 74 dBA, above the FHWA/Caltrans criteria for recreational uses. A new noise barrier will be constructed as abatement, lowering the noise level to 64 dBA, which is below the FHWA criteria and five dBA below the existing condition. There is the potential for substantial visual impacts, however, due to the landscaping that currently buffers this park from views of the SR-22 freeway, as described in Section 4.13. The removal of the landscaping and its replacement with the noise barrier would represent a substantial change to visual quality. However, this would not substantially impair park use and there is enough room in the park to allow visual mitigation, as proposed in Section 4.13.

Pacific Electric Commemorative Area (Garden Grove). This commemorative area, which is owned by OCTA, functions as a passive open space/park. Currently screened from the elevated SR-22 by vegetation within the freeway right-of-way, this passive park would be affected by a substantial reduction in the screening vegetation, as described in Section 4.13. The existing vegetation would be reduced to allow widening of SR-22. This loss of mature vegetation would be a substantial visual impact to this park-like setting. Noise levels are high at this location, over 70 dBA based on the nearest receiver analyzed in Section 4.9, and would increase slightly, but this impact is considered minimal by Caltrans because the noise level increase would be less than 12 dBA. No noise barriers are proposed at this location, which is surrounded by commercial uses and busy surface streets. Although there would be indirect visual impacts to the commemorative area, they would not substantially impair its use, and there would be no substantial impacts to accessibility. No land currently used for the commemorative area would be acquired for the right-of-way.

River View Public Golf Course (Santa Ana). The Reduced Build Alternative would not cause substantial impact to River View Public Golf Course. No land would be acquired for right-of-way from the recreational facility. As described in Section 4.13, the visual impacts at this location would be minimal. Noise and accessibility impacts would also be minimal.

Colonel William W. Eldridge (Fallbrook) Park (Santa Ana). The Reduced Build Alternative would not require direct use of any of the Eldridge Park property for right-of-way. There would be minimal impacts to accessibility. However, there would be few visible physical changes, so no visual impacts would be minimal. As described in Section 4.9, noise levels at Eldridge Park would increase under the Full Build Alternative from 65 to 69 dBA, which is over the FHWA/Caltrans criteria for recreational uses. Abatement of this noise impact is proposed in the form of an additional noise barrier, which would reduce the noise level to 65 dBA. Thus, no residual noise impact would remain.

4.10.2 Trails

Impacts to trails are discussed below regardless of function (transportation or recreation). Because class II and class III trails are on major arterials and are an integral part of the surface transportation system, they are not subject to Section 4(f) of the Department of Transportation Act of 1966, but they are analyzed and discussed below.

A. NO BUILD ALTERNATIVE

Because the No Build Alternative would not include construction, except as addressed in previous environmental documents, there would be no impacts to trails related to this alternative.

B. TSM/EXPANDED BUS SERVICE ALTERNATIVE

Because the TSM/Expanded Bus Service Alternative would include only minor construction, there would be no impacts to trails related to this alternative.

C. FULL BUILD ALTERNATIVE

Los Alamitos Coyote Creek Channel Trail (Los Alamitos). The class I Los Alamitos/Coyote Creek Channel Trail runs parallel to the I-605 within the study area and would not be physically affected by any right-of-way expansion proposed by the Full Build Alternative. Visual impacts would be minimal.

Hoover Street Trail (Westminster). The Full Build Alternative would have minimal impact to the class II Hoover Street Trail. SR-22 would be slightly widened at the point where it passes over the existing Hoover Street Trail, resulting in minimal impacts.

Santa Ana River Trail (Santa Ana). The Full Build Alternative would include widening of the SR-22 bridge deck at this class I trail, two new structures crossing the trails (northbound I-5/southbound SR-57 connector to westbound SR-22 and the new Metropolitan Drive/The City Drive off-ramp from the southbound SR-57), and another new structure crossing the trail carrying the Pacific Electric Arterial. The Santa Ana River Trail is 100-percent physically separated from vehicular traffic. The widened SR-22 structure and the structure carrying the northbound I-5/southbound SR-57 connector to the westbound SR-22 would not substantially impair the trail because these structures would be elevated above the trail. However, the SR-57 off-ramp to Metropolitan Drive/The City Drive and the west end of the Pacific Electric Arterial bridge (but not the elevated east end) would each sever the Santa Ana River unless grade separations are provided at the new crossings. (Bicycles, pedestrians, and equestrians would not be allowed within the right-of-way of the new roadways, so they would not be able to cross, even at grade.) This would be a direct use of a Section 4(f) resource. Hence, a Section 4(f) evaluation would be needed. This would also be a potentially substantial visual impact. Mitigation is proposed in Section 4.10 to vertically re-align the trail at both of these locations to provide grade separations and allow continued and full use of the Santa Ana River Trail once construction is completed. Thus, a direct use of the trail, as defined by the Department of Transportation Act of 1983, 49 USC Section 21, would not occur. Refer to Section 9.0 for discussion on Section 4(f).

Santiago Creek Trail (Santa Ana and Orange). The Full Build Alternative would minimal impact on the class I and II Santiago Creek Trail. As part of the proposed improvements within this segment, there would be a slight widening of the SR-22 bridge deck where it crosses over the trail. A small amount of vegetation would be removed, but these visible physical changes would have a minimal visual impact.

Pacific Electric Right-of-Way Trail. The Full Build Alternative would preclude the use of the former Pacific Electric right-of-way as a class I trail, as proposed in the City of Santa Ana Circulation Element of their General Plan. This would be a potentially substantial impact to a Section 4(f) resource, resulting from direct use of the trail.

D. REDUCED BUILD ALTERNATIVE

Los Alamitos Coyote Creek Channel Trail (Los Alamitos). The class I Los Alamitos/Coyote Creek Channel Trail runs parallel to the I-605 within the study area and would not be physically affected by any right-of-way expansion proposed by the Reduced Build Alternative. Visual impacts would be minimal.

Hoover Street Trail (Westminster). The Reduced Build Alternative would have minimal impact to the class II Hoover Street Trail. SR-22 would be slightly widened at the point where it passes over the existing Hoover Street Trail, resulting in minimal impacts.

Santa Ana River Trail (Santa Ana). The Reduced Build Alternative would include widening of the SR-22 bridge deck at this class I trail and two new structures crossing the trails (northbound I-5/southbound SR-57 connector to westbound SR-22 and the new Metropolitan Drive/The City Drive off-ramp from the southbound SR-57). The Santa Ana River Trail is 100-percent physically separated from vehicular traffic. The SR-57 off-ramp to Metropolitan Drive/The City Drive would sever the Santa Ana River Trail, unless grade separations are provided at the new crossing. (Bicycles, pedestrians, and equestrians would not be allowed within the right-of-way of the new roadway, so they would not be able to cross, even at grade.) This would be a direct use of a Section 4(f) resource. Hence, a Section 4(f) evaluation would be needed. Refer to Section 9.0 for discussion on Section 4(f). This would also be considered a substantial visual impact.

Thresholds of Significance for CEQA:

- Preclusion of the Pacific Electric right-of-way trail and break in continuity of Santa Ana River Trail

A. NO BUILD ALTERNATIVE

The No Build Alternative would have no impacts to trails.

B. TSM/EXPANDED BUS SERVICE ALTERNATIVE

The TSM/Expanded Bus Service Alternative would have no impacts to trails.

C. FULL BUILD ALTERNATIVE

Santa Ana River Trail (Santa Ana). The Full Build Alternative would include widening of the SR-22 bridge deck at this class I trail, two new structures crossing the trails (northbound I-5/southbound SR-57 connector to westbound SR-22 and the new Metropolitan Drive/The City Drive off-ramp from the southbound SR-57), and another new structure crossing the trail carrying the Pacific Electric Arterial. The Santa Ana River Trail is 100-percent physically separated from vehicular traffic. The widened SR-22 structure and the structure carrying the northbound I-5/southbound SR-57 connector to the westbound SR-22 would not significantly impair the trail since these structures would be elevated above the trail. However, the SR-57 off-ramp to Metro-

politan Drive/The City Drive and the west end of the Pacific Electric Arterial bridge (but not the elevated east end) would each sever the Santa Ana River unless grade separations are provided at the new crossings. The severance of the Santa Ana River Trail would be potentially significant visual impact.

Pacific Electric Right-of-Way Trail. The Full Build Alternative would preclude the use of the former Pacific Electric right-of-way as a class I trail, as proposed in the City of Santa Ana Circulation Element of their General Plan. The Santa Ana River trail will have grade separations to maintain the trail's continuity. The residual impacts would be less than significant with mitigation incorporated.

D. REDUCED BUILD ALTERNATIVE

Santa Ana River Trail (Santa Ana). The Reduced Build Alternative would include widening of the SR-22 bridge deck at this class I trail and two new structures crossing the trails (northbound I-5/southbound SR-57 connector to westbound SR-22 and the new Metropolitan Drive/The City Drive off-ramp from the southbound SR-57). The Santa Ana River Trail is 100-percent physically separated from vehicular traffic. The SR-57 off-ramp to Metropolitan Drive/The City Drive would sever the Santa Ana River Trail, unless grade separations are provided at the new crossing. (Bicycles, pedestrians, and equestrians would not be allowed within the right-of-way of the new roadway, so they would not be able to cross, even at grade.) The residual impacts would be less than significant with mitigation incorporated.

4.10.3 Schools with Recreational Facilities

The impacts to the schools with recreational facilities along the proposed project are discussed below. Analysis is given even though the stated schools recreational facilities are not generally open to the public. All districts within the study area have closed campus policies with the use of campus facilities only available with permission by school officials.

A. NO BUILD ALTERNATIVE

Because the No Build Alternative would not include construction, except as addressed in previous environmental documents, there would be no impacts to recreational facilities at schools related to this alternative.

B. TSM/EXPANDED BUS SERVICE ALTERNATIVE

Because the TSM/Expanded Bus Service Alternative would include only minor construction, there would be no impacts to recreational facilities at schools related to this alternative.

C. FULL BUILD ALTERNATIVE

Bolsa Grande High School (Garden Grove). The Full Build Alternative would not require direct use of any of the Bolsa Grande High School property for right-of-way. As described in Section 4.9, there would be a noise improvement after mitigation at this location. Noise levels at the Bolsa Grande High School playfields would increase by five dBA under the Full Build Alternative, to 74 dBA, above the FHWA criteria for schools. A new noise barrier will be constructed as abatement, lowering the noise level to 64, which is below the FHWA/Caltrans criteria and five dBA below the existing condition.

There is the potential for substantial visual impacts, however, due to the landscaping that currently buffers this park from views of the SR-22 freeway, as described in Section 4.13. The removal of the landscaping and its replacement with the noise barrier would represent a substantial change to visual quality. However, this would not substantially impair the use of the recreational facilities and there is enough room to allow visual mitigation, as proposed in Section 4.13.

Jordan Intermediate School/Jordan Secondary Learning Center (Garden Grove). The Full Build Alternative would not require direct use of any of the Jordan Intermediate School, and visual impacts would be minimal. Although the Full Build Alternative would increase the noise levels from 69 to 74 dBA, over the FHWA/Caltrans criteria, a new noise barrier is proposed that would reduce the noise level to 64 dBA, below existing levels and below the FHWA/Caltrans criteria. The use of the recreational facilities would not be affected.

Excelsior Elementary School (Garden Grove). Impacts to this elementary school would be minimal. A small amount of landscaping would be removed to widen SR-22, but the existing screening is very dense and not all of the vegetation would be removed. Although the Full Build Alternative would increase the noise levels from 70 to 72 dBA, over the FHWA/Caltrans criteria, a new noise barrier is proposed that would reduce the noise level to 64 dBA, well below existing levels and below the FHWA/Caltrans criteria. The use of the recreational facilities would not be affected.

Sunnyside Elementary School (Garden Grove). Located north of the SR-22, this elementary school has distant views of SR-22. The site is separated by the parking lots of car dealerships. Visible physical changes at this location would be minor reductions in landscaping. Visual impact to the school would be considered minimal. Noise levels would not increase to above the FHWA/Caltrans criteria.

Dwight D. Eisenhower Elementary School (Garden Grove). Eisenhower Elementary School is currently separated from SR-22 by a noise barrier and vegetation. The freeway and the east-bound Fairview Avenue off-ramp would be slightly widened at this point, but there would be very little loss of vegetation and the noise barrier would be unaffected. Minimal visual impact would occur. The noise levels at this site increase from 66 to 69 dBA, above the FHWA/Caltrans criteria. Because a higher noise barrier is not feasible (i.e., would not result in at least a five-dBA reduction); noise levels will remain above the Noise Abatement Criteria. The use of the recreational facilities would not be substantially impacted.

Fairhaven Elementary (Santa Ana). The most noticeable visible physical changes associated with the proposed project improvements at Fairhaven Elementary School would be the addition of a noise barrier at the freeway right-of-way line. Although this would be an additional hardscape element in the view, the impact at this location would be minimal. Existing noise levels would increase from 66 to 67 dBA at this location, which is not discernible in the field, but which exceeds the FHWA/Caltrans criteria. The noise barrier would reduce this noise level to 59 dBA, below existing levels and the FHWA criteria. The use of the recreational facilities would not be substantially impacted.

Spurgeon Intermediate School (Santa Ana). This intermediate school has recreation areas immediately adjacent to the former Pacific Electric right-of-way. On the opposite side of this right-of-way is an open space area used for agriculture. The implementation of the Pacific Electric Arterial would place an elevated structure in the right-of-way open space, along with off-ramps. The addition of an elevated structure here would remove open space and sever views of additional open space; this would be a substantial visual impact. Noise levels at this site would increase from 56 to 65 dBA, but would still be below the FHWA/Caltrans criteria. The reduction in open space and visual would not substantially impair the use of this facility.

D. REDUCED BUILD ALTERNATIVE

Bolsa Grande High School (Garden Grove). The Reduced Build Alternative would not require direct use of any of the Bolsa Grande High School property for right-of-way. As described in Section 4.9, there would be a noise improvement after mitigation at this location. Noise levels at the Bolsa Grande High School playfields would increase by five dBA under the Reduced Build Alternative, to 74 dBA, above the FHWA/Caltrans criteria for schools. A new noise barrier will be con-

structed as abatement, lowering the noise level to 64, which is below the FHWA/Caltrans criteria and five dBA below the existing condition.

There is the potential for substantial visual impacts, however, due to the landscaping that currently buffers this park from views of the SR-22 freeway, as described in Section 4.13, impacts is minimized. The removal of the landscaping and its replacement with the noise barrier would represent a substantial change to visual quality. However, this would not substantially impair the use of the recreational facilities and there is enough room to allow visual mitigation, as proposed in Section 4.13.

Jordan Intermediate School/Jordan Secondary Learning Center (Garden Grove). The Reduced Build Alternative would not require direct use of any of the Jordan Intermediate School, and visual impacts would be minimal. Although the Reduced Build Alternative would increase the noise levels from 69 to 74 dBA, over the FHWA/Caltrans criteria, a new noise barrier is proposed that would reduce the noise level to 64 dBA, below existing levels and below the FHWA/Caltrans criteria. The use of the recreational facilities would not be affected.

Excelsior Elementary School (Garden Grove). Impacts to this elementary school would be minimal. A small amount of landscaping would be removed to widen SR-22, but the existing screening is very dense and not all of the vegetation would be removed. Although the Reduced Build Alternative would increase the noise levels from 70 to 72 dBA, over the FHWA/Caltrans criteria, a new noise barrier is proposed that would reduce the noise level to 64 dBA, well below existing levels and below the FHWA/Caltrans criteria. The use of the recreational facilities would not be affected.

Sunnyside Elementary School (Garden Grove). Located north of the SR-22, this elementary school has distant views of SR-22. The site is separated by the parking lots of car dealerships. Visible physical changes at this location would be minor reductions in landscaping. This would result in minimal visual impact to the school. Noise levels would not increase to above the FHWA/Caltrans criteria.

Dwight D. Eisenhower Elementary School (Garden Grove). Eisenhower Elementary School is currently separated from SR-22 by a noise barrier and vegetation. The freeway and the east-bound Fairview Avenue off-ramp would be slightly widened at this point, but there would be very little loss of vegetation and the noise barrier would be unaffected. Minimal visual impact would occur. The noise levels at this site increase from 66 to 69 dBA, above the FHWA/Caltrans criteria. This is not considered a substantial noise impact by Caltrans since it would not represent at least a 12-dBA increase. This is not considered a potentially substantial noise impact by Caltrans and would not be mitigated because it would not represent at least a 12-dBA increase.

4.10.4 Mitigation Measures

A. NO BUILD ALTERNATIVE

None required.

B. TSM/EXPANDED BUS SERVICE ALTERNATIVE

None required.

C. FULL BUILD ALTERNATIVE

Refer also to Sections 4.9 and 4.13 for mitigation related to noise and visual impacts.

PAR-FB-1. At all crossings of the Santa Ana River trail, grade separations for the trail will be provided in order to maintain the trail's continuity.

D. REDUCED BUILD ALTERNATIVE

Refer also to Sections 4.9 and 4.13 for mitigation related to noise and visual impacts.

PAR-RB-1. At all crossings of the Santa Ana River trail, grade separations for the trail will be provided in order to maintain the trail's continuity.

4.10.5 Residual Impacts After Mitigation

A. NO BUILD ALTERNATIVE

None.

B. TSM/EXPANDED BUS SERVICE ALTERNATIVE

None.

C. FULL BUILD ALTERNATIVE

Because the Full Build Alternative would preclude the class I trail proposed by the City of Santa Ana for the former Pacific Electric right-of-way, and because no mitigation is available to prevent this impact, a impact to this proposed trail would remain after mitigation.

Substantial visual impacts would remain after mitigation at the following parks and recreation resources: Pacific Electric Commemorative Area and Willowick Municipal Golf Course. See Section 4.13.

D. REDUCED BUILD ALTERNATIVE

Substantial visual impacts would remain after mitigation at the following parks and recreation resources: Pacific Electric Commemorative Area. See Section 4.13.

4.10.6 CHARACTERISTICS OF SECTION 4(f) PROPERTIES

The Department of Transportation Act Section 4(f) [49 USC 303 and 23 USC 138] applies whenever a USDOT action involves the use of a publicly owned park, recreation area, wildlife or waterfowl refuge, or land from a historic site. Such land may be used for Federal Aid highways only if there is no prudent and feasible alternative and all possible planning has been taken to minimize harm to any 4(f) property affected by the project. Each project proposal must include a 4(f) avoidance alternative. (Refer to 23 CFR 771.135)

There are three types of uses considered under Section 4(f), these include: (1) when land is acquired from a 4(f) property for a transportation project; (2) when there is a temporary occupancy of land is adverse in terms of the statute's preservationist purposes, or; (3) when the proximity impacts of the transportation project, without acquisition, are so great that the purposes of the property is substantially impaired.

The (National Register of Historic Places) NRHP-eligible structure and recreation properties adjacent to the SR-22/West Orange County Connection project are summarized in Table 4.10-1. The NRHP-eligible property is described in detail in Section 3.5 and the HPSR and is summarized in this Section 4(f) evaluation. The discussion of the Section 4(f) properties in this section are based on the analysis in the HPSR and in Sections 4.5 (Cultural Resources) and 4.10 (Parks and Recreation) of this Draft EIR/EIS.

**Table 4.10-1
CHARACTERISTICS OF SECTION 4(f) PROPERTIES**

Resource	Location	Current Ownership	National Register Status	Current Uses and Values
PARKS				
Old Ranch Tennis Club	Seal Beach	Public/City	Not Applicable	Tennis Courts, clubhouse, locker/shower restroom facility, workout room
Blue Bell Park	Seal Beach	Public/City	Not Applicable	Basketball Court, Picnic Tables, Open Turf
Almond Park	Seal Beach	Public/City	Not Applicable	Basketball Court, Picnic Tables, Playground, Open Turf
Garden Grove Park	Garden Grove	Public/City	Not Applicable	Baseball Fields, Playgrounds, Picnic Tables, Swimming Pool, Miniature Soccer Fields
Pacific Electric Railway Commemorative Area	Garden Grove	OCTA	Not Eligible	Benches, paths
Willowick Municipal Golf Course	Santa Ana	Public/City	Not Applicable	18-Hole Public Golf Course, Clubhouse, Maintenance Facilities
Spurgeon Park	Santa Ana	Public/City	Not Applicable	Baseball Fields, Soccer Field
River View Golf Course	Santa Ana	Public/City	Not Applicable	18-Hole Public Golf Course, Clubhouse, Maintenance Facilities
Colonel William W. Eldridge Park	Santa Ana	Public/City	Not Applicable	Open Turf
Santiago Park	Santa Ana	Public/City	Not Applicable	Baseball Field, Tennis Courts, Lawn Bowling, Playgrounds, Picnic Tables, Restrooms, Meeting Room, Open Turf, Trails
Hart Park	Orange	Public/City	Not Applicable	Baseball Fields, Swimming Facility, Tennis Courts, Playgrounds, Restrooms, Office, Picnic Tables
Yorba Park	Orange	Public/City	Not Applicable	Closed
TRAILS				
Los Alamitos/Coyote Creek Channel Trail	Seal Beach, Los Alamitos	Public/City	Not Applicable	Class I Trail
Hoover Street Trail	Westminster	Public/City	Not Applicable	Class II Trail

Table 4.10-1
CHARACTERISTICS OF SECTION 4(f) PROPERTIES (continued)

Santiago Creek Trail	Orange, Santa Ana	Public/City	Not Applicable	Class I Trail
Pacific Electric Right-of-Way (Proposed)	Santa Ana	OCTA	Not Eligible	Class I Trail
Santa Ana River Trail	Santa Ana	Public/City	Not Applicable	Class I Trail
HISTORIC RESOURCES				
Pacific Electric Santa Ana River Bridge	Santa Ana	OCTA	Determined Eligible	Closed
SCHOOL RECREATION AREAS				
Bolsa Grande High	Garden Grove	Public	Not Applicable	Tennis Courts, Football Stadium, Baseball Field, Track, Open Turf Area
Sunnyside Elementary	Garden Grove	Public	Not Applicable	Serves as the headquarters for the Southwest Garden Grove Little League Baseball Diamonds, Snack Bar, Bleachers, Announcer's Booth, Basketball Courts, Tetherball Courts, Volleyball Court, Ball Walls, Swing Sets, Slides, Horizontal Bars with Ladders
Excelsior Elementary	Garden Grove	Public	Not Applicable	Blacktop Area, Multi-purpose Field with Backstops, Basketball Courts, Ball Walls, Swing Sets, Chin-up and Parallel Bars
Jordan Secondary Learning Center	Garden Grove	Public	Not Applicable	Playground, Basketball Courts, Volleyball Courts, Swing Sets
Mitchell Elementary	Garden Grove	Public	Not Applicable	Playground, Softball Field, Basketball Courts, Monkey Bars, and Tetherball Courts
Jordan Intermediate	Garden Grove	Public	Not Applicable	Multi-purpose Fields, Basketball Courts, Handball Courts, Area for Chin-up and Parallel Bars, Tennis Courts
Dwight D. Eisenhower Elementary	Garden Grove	Public	Not Applicable	Basketball Courts, Multi-purpose Field (Baseball Diamond), Handball Courts, Swing Sets, Slides, Monkey Bars, Tetherball Courts, Kinder-Yard with Swings, Jungle Gym, Blacktop Area
Spurgeon Intermediate	Santa Ana	Public	Not Applicable	Shares facilities with Spurgeon Park
Fairhaven Elementary	Santa Ana	Public	Not Applicable	Baseball Diamond, Ball Wall, Jungle Gym, Swings, and Basketball Courts

The only parks, trails, and historic properties protected by Section 4(f) are the ones the project proposes to use land or impact. For the SR-22/West Orange County Connection project, this only includes the proposed Pacific Electric Right-of-Way Trail, and the Pacific Electric Santa Ana River Bridge. The project does not propose to use land from those parks, trails, and schools identified below.

- Old Ranch Tennis Club
- Blue Bell Park
- Almond Park
- Garden Grove Park
- Pacific Electric Railway Commemorative Area
- Willowick Municipal Golf Course
- Spurgeon Park
- River View Golf Course
- Colonel William W. Eldridge Park
- Santiago Park
- Hart Park
- Yorba Park
- Los Alamitos/Coyote Creek Channel Trail
- Hoover Street Trail
- Santiago Creek Trail
- Bolsa Grande High
- Sunnyside Elementary
- Excelsior Elementary
- Jordan Secondary Learning Center
- Mitchell Elementary
- Jordan Intermediate
- Dwight D. Eisenhower Elementary
- Spurgeon Intermediate
- Fairhaven Elementary

Project effects upon each of these resources are discussed in Sections 4.5 (Cultural Resources) and 4.10 (Parks and Recreation). It was identified that such impacts would not substantially impair the activities, features, or attributes that would qualify the above-listed sites for protection under Section 4(f). There would be no constructive use of any of these resources by the proposed project. Therefore, this Section 4(f) evaluation addresses only those properties that would involve acquisition of all or part of the Section 4(f) resources. For discussion on impacts to Section 4(f) properties, refer to Section 9.0 of this DEIR/EIS.

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